

19/19/0009

WEST OF ENGLAND DEVELOPMENTS (S (TAUNTON) No2 Ltd

Erection of 12 No. dwellings with associated works in field located to the west of Station Road and south of Home Orchard, Hatch Beauchamp

Location: Land to the west of Station Road and south of Home Orchard, Hatch
Beauchamp

Grid Reference: 33050.120182

Full Planning Permission

Recommendation

Recommended decision: Conditional Approval

(1) That delegated authority be given to the Chief Planning Specialist to grant planning permission, subject to the conditions set out in this report, after the signing of a Section 106 legal agreement, or equivalent unilateral undertaking is received, to secure the provisions set out in this report.

(2) That delegated authority be given to the Chief Planning Specialist to refuse the application if within six months of the date of this resolution the Section 106 legal agreement remains unsigned.

Recommended Conditions (if applicable)

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

- (A3) DrNo 17.98.01 Site Location Plan
- (A1) DrNo 17.98.02 Site Layout- House Types
- (A3) DrNo 17.98.03 Block Plan/ Site Layout Roof Plans
- (A2) DrNo 17.98.04 Floor Plan - House Type A
- (A2) DrNo 17.98.05 Floor Plan - House Type B
- (A2) DrNo 17.98.06 Floor Plan - House type C
- (A2) DrNo 17.98.07 Floor Plan House Types D & E (Plots 3&4)
- (A2) DrNo 17.98.08 Floor Plan House Types E (Plots 1&2)
- (A2) DrNo 17.98.09 Plots 1&2 - Type E Elevations
- (A2) DrNo 17.98.10 Plots 3 & 4 - Types D & E Elevations
- (A2) DrNo 17.98.11 Plot 5 - Type A Elevations
- (A2) DrNo 17.98.12 Plot 6 -Type A Elevations

(A2) DrNo 17.98.13 Plots 7 & 8 - Type C Elevations
 (A2) DrNo 17.98.14 Plot 9 -Type A Elevations
 (A3) DrNo 17.98.15 Plot 10- Type A Elevations
 (A2) DrNo 17.98.16 Plot 11- Type B Elevations
 (A2) DrNo 17.98.17 Plot 12- Type B Elevations
 (A2) DrNo 17.98.18 Site Elevations
 (A2) DrNo 17.98.19 Garages-Sheet 1 of 2 Floor Plans & Elevations
 (A2) DrNo 17.98.20 Garages-Sheet 2 of 2 - Floor Plans & Elevations
 (A1) DrNo 3105.001.1 Planting Plan Sheet 1 of 2
 (A1) DrNo 3105.001.2 Planting Plan Sheet 2 of 2
 (A3) DrNo 3105.002 Hedgerow Translocation
 (A1) DrNo: 17.98.02-A Site Layout House Types Jan 2019 (Amendment)
 (A2) DrNo: 17.98.03A Site Layout Roof Plans (Amendment) Jan 2019
 (A2) DrNo: 17.98.04-A Floor Plans Type A (Amendment) Jan 2019
 (A2) DrNo: 17.98.05-A Floor Plans Type B (Amendment) Jan 2019
 (A2) DrNo: 17.98.06-A Floor Plan House Type C (Amendment) Jan 2019
 (A2) DrNo: 17.98.09 -A Elevations Plots 1 & 2 (Amendment) Jan 2019
 (A2) DrNo: 17.98.10-A Elevations Plots 3 & 4 (Amendment) Jan 2019
 (A2) DrNo: 17.98.11-A Elevations Plot 5 (Amendment) Jan 2019
 (A2) DrNo: 17.98.12-A Elevations Plot 6 (Amendment) Jan 2019
 (A2) DrNo: 17.98.13-A Elevations Plots 7 & 8 (Amendment) Jan 2019
 (A2) DrNo: 17.98.14-A Elevations Plot 9 (Amendment) Jan 2019
 (A2) DrNo: 17.98.15-A Elevations Plot 10 (Amendment) Jan 2019
 (A2) DrNo: 17.98.16-A Elevations Plot 11 (Amendment) Jan 2019
 (A2) DrNo: 17.98.17-A Elevations Plot 12 (Amendment) Jan 2019
 (A2) DrNo: 17.98.21 Floor Plans Type G Jan 2019
 (A1) DrNo:3105.001.1 A Planting Plan 1 of 2 (Amendment) 16 Aug 2019
 (A1) DrNo: 3105.001.2 A Planting Plan 2 of 2 (Amendment) 16 Aug 2019
 (A3) DrNo: 3105.002 Hedgerow Translocation (Amendment) 16 Aug 2019
 (A1) DrNo: 17.98.02- B Site Layout House Types (Amendment 2) Jan 2019
 (A3) DrNo: 17.98.03-B Site Layout Roof Plans (Amendment 2) Jan 2019

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall be commenced until details of the surface water drainage scheme, based on sustainable drainage principles and drainage plan 2354-500-C Drainage Strategy Plan, together with details of a programme of implementation and maintenance for the lifetime of the development, have been submitted to and approved in writing by the Local Planning Authority. This scheme should aim to enhance biodiversity, amenity value, water quality and provide flood risk benefit (i.e. four pillars of SuDS) to meet wider sustainability aims, as specified by The National Planning Policy Framework (July 2018) and the Flood and Water Management Act (2010). The drainage scheme shall ensure that surface water runoff post development is attenuated on site and discharged at a rate and volume no greater than greenfield runoff rates and volumes. Such works shall be carried out in accordance with the approved details.

These details shall include: -

- Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent phases.
- Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance (6 metres minimum), the sustainable methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters.
- Any works and permissions required on and off site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant).
- Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes to prevent exacerbating flood risk or causing flooding or damage to properties.
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management company or maintenance by a Residents' Management Company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development

Reason: To ensure that the development is served by a satisfactory, sustainable system of surface water drainage and that the approved system is retained, managed and maintained throughout the lifetime of the development, in accordance with National Planning Policy Framework (July 2018) and the Technical Guidance to the National Planning Policy Framework.

4. The parking spaces in the garages hereby approved shall at all times be kept available for the parking of vehicles and shall be kept free of obstruction for such use.

Reason: To retain adequate off-street parking provision in the interests of highway safety.

5. Prior to the construction of the dwellings hereby approved, samples of the materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter maintained as such.

Reason: To safeguard the character and appearance of the building/area.

6. Before any part of the development hereby permitted is commenced, the trees and hedges to be retained on the site shall be protected by a chestnut paling fence 1.5 m high, placed at a minimum distance of 2.0 m from the edge of the tree and hedges and the fencing shall be removed only when the development has been completed. During the period of construction of the development the existing soil levels around the base of the trees and hedges so retained shall not be altered.

Reason: To avoid potential harm to the root system of any trees and hedges leading to possible consequential damage to its health.

Reason for pre-commencement: To ensure that the protection is in place prior to the commencement of works

7. Unless otherwise indicated on plan, all existing trees and hedges shall be retained and protected throughout the duration of the construction process.

Reason:- To ensure the retention of these landscape features and to help maintain the existing rural character of the area.

8. Details for the surface and construction method for the access from Home Orchard shall be submitted to the Local Planning Authority and agreed in writing prior to the implementation of this part of the site. The access shall then only be constructed in accordance with the approved details.

Reason:- In order to protect the existing trees along this boundary, and safeguard the character of the area.

9. Prior to the commencement of work on site the applicant shall submit a written construction management plan for approval by the Local Planning Authority. No work shall take place until the Construction Management Plan has been agreed in writing by the Local Planning Authority.

The construction management plan shall include

- 1) Specification of hours of operation (7.30am-7pm Monday- Friday and 7.30am 1pm Saturday -no work Sundays and bank holidays)
- 2) Display of a board in a prominent position, viewable from the public highway, displaying the name of the site manager and operational telephone number
- 3) Approved route for construction traffic
- 4) Sound suppression measures for compressors and other noise generating equipment
- 5) Parking area on site for construction workers and contractors
- 6) Wheel wash facilities to prevent mud on the public highway
- 7) No on-site fires

Reason:- To minimise the disruption to neighbours during the construction process.

10. At the proposed accesses there shall be no obstruction to visibility greater than 600 millimetres above adjoining road level within the visibility splays shown on the submitted plan, Drawing No. 17.98.02-B. Such visibility splays shall be constructed prior to the commencement of the development hereby permitted and shall thereafter be maintained at all times.

Reason: In the interests of maintaining a safe and serviceable highway network.

11. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed prior to any occupation of the development hereby permitted and thereafter maintained at all times.

Reason: In the interests of maintaining a safe and serviceable highway network.

12. The areas allocated for parking and turning on the submitted plan, drawing number 17.98.02-B, shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of maintaining a safe and serviceable highway network.

13. The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: In the interests of maintaining a safe and serviceable highway network.

14. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

Reason: In the interests of maintaining a safe and serviceable highway network.

15. The gradients of the proposed drives to the dwellings hereby permitted shall not be steeper than 1 in 10 and shall be permanently retained at that gradient thereafter at all times.

Reason: In the interests of maintaining a safe and serviceable highway network.

16. Prior to first occupation of the development hereby permitted, access to covered cycle and electric vehicle charging points will need to be available to all dwellings. This can be provided through shared charge points. They shall be in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of maintaining a safe and serviceable highway network.

17. The Developer will be held responsible for any damage caused to public highways by construction traffic proceeding to or from the site. Construction traffic will be classed as 'extra-ordinary traffic' on public highways. Photographs will be taken by the Developer representative in the presence of the SCC representative showing the condition of the existing public highway adjacent to the site, and a schedule of defects agreed prior to works commencing on site.

Notes to Applicant

1. Development, insofar as it affects the rights of way should not be started, and the rights of way should be kept open for public use until the necessary Order (temporary closure/stopping up/diversion) or other authorisation has come into effect g/ been granted. Failure to comply with this request may result in the developer being prosecuted if the path is built on or otherwise interfered with.
2. Somerset County Council is the Lead Local Flood Authority (LLFA) as defined by the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009.
Under section 23 of the Land Drainage Act there is a legal requirement to seek consent from the relevant authority before piping/culverting or obstructing a watercourse, whether permanent or temporary. This may also include repairs to certain existing structures and maintenance works. This requirement still applies even if planning permission has been granted.
For more information, please visit
<https://www.somerset.gov.uk/waste-planning-and-land/apply-for-consent-to-work-on-an-ordinary-watercourse/>

Proposal

Planning permission is sought for the development of 12 (twelve) dwellings and associated works at a field to the west of Station Road, Hatch Beauchamp. The development would comprise 8 bungalows and 4 semi detached houses (6 x3 bed detached and 2x2 bed semi detached bungalows, and 4 semi detached houses, [3 x2 bed and 1xbed in two pairs]). With the exception of two large detached bungalows, which are shown accessed via a shared drive off Home Orchard, to the north, the bungalows and houses are all accessed via a shared surface road off Station Road, with a single access point. Plans show the dwellings arranged either side of a shared surface cul-de-sac development, which would culminate in a turning head. The bungalows would be located in the northern and central part of the site, on the higher ground, and the houses on the southern part of the site are shown on lower ground. An attenuation pond, to capture surface water run off from the development, is proposed in the far south eastern corner of the site, outside the developable part of the site, but within the red line. A blue line indicates that the applicant owns the remainder of the former orchard land to the south west. This, and the attenuation pond, would remain in private ownership, generally inaccessible to residents and the public.

The proposed houses and bungalows would be constructed in an eclectic mix of design types using a wide palette of materials, with the bungalows having an interwar retro look. Some walls are shown constructed from white render, others from stone or brick, with a plinth made from alternate material. Some roofs are tile others slate with both hipped and gable features used.

The site is located outside the settlement boundary for Hatch Beauchamp. The applicants are proposing it as 'a rural exception site' pursuant to the provisions of the Affordable Housing SPD and National Planning Policy Framework guidance, with six affordable housing dwellings proposed (3 social rent bungalows and houses, and 3 shared ownership bungalows and houses). The applicant is aiming to meet the identified social housing need for the village of Hatch Beauchamp. The six market bungalows proposed would provide the necessary level of cross subsidy to deliver the affordable housing. In support of this claim the applicant has provided a viability assessment and paid for it to be independently assessed.

The application is accompanied with a comprehensive suite of supporting information which includes: a Design and Access Statement (DAS), a housing needs survey, an access / technical note, a Flood Assessment and Drainage Strategy Report, an Odour constraints document, a Preliminary Ecological Appraisal (PEA); Affordable Housing Statement and a statement of community involvement.

Since submission revisions have been sought by planning officers, resulting in submission of amended plans. The main changes are:-

- Plots 6, 7 and 8 have been re-orientated to relate to Station Road as the main site entrance.
- The cul-de-sac road - carriage and pavements - has been removed and replaced with a shared surface.
- The number of car parking spaces proposed has been reduced from 44 to 33, so that the level of parking proposed does not exceed the SWT maximum standard.
- The size of the developable part of the site has been increased slightly, and the

space within the site re-apportioned to provide larger plots for the affordable dwellings .

Site Description

The application site is an irregular shaped piece of grassland, approximately 0.94ha. in size, believed to be a former orchard, located to the south east of the village of Hatch Beauchamp. The site is located on the southern edge of the village, outside the settlement boundary. Residential property is located to the east and north, open countryside to the south and west.

Within the site, levels fall away gently from north to south. The northern boundary of the site, opposite Home Orchard, contains a row of fairly large trees, which extend to the corner where there's an electricity sub station. Turning the corner, the northern part of the site, adjacent to Station Road, contains a poor quality hedgerow, mainly brambles, whose quality gradually improves as it extends southwards along Station Road. Where it turns the corner, alongside the southern boundary, it forms a dense hedge screening the site from the footpath (PROW) in the neighbouring field. The site extends into open countryside to the west and south with the Wessex Water sewage works, providing a significant constraint, defining the irregular shape of the developable part of the site in relation to odour constraints. A strip of land, in the applicant's ownership, but outside the red line of the application site, abuts the western side of the site.

Mid century, local authority built, housing fronts Station Road to the east. This comprises of Neroche View, a grouping of terraced and semi-detached houses centred around a communal green; Nos. 17-20 Neroche View, a small terraced row of bungalows fronting Station Road, and the rear fences and hedges of two pairs of semi detached houses called the Cottages. 'Grey Lodge', a detached property, is located opposite the south east corner of the site at the junction with Stewley Road. To the north of the site is more recent late twentieth century development at Home Orchard containing detached and pairs of semi detached houses with frontages facing southwards, towards the application site.

The wider area to the north is residential in character. Station Road is one of the village's main thoroughfares with houses on either side of the road. Most of the houses are accessed directly off Station Road via private drives, although the recent development at The Old Rectory is in the form of a cul-de-sac with frontage development. The station and the former Chard branch railway line closed in 1963, and is now occupied by small industrial units and is known as Hatch Mews Business Park.

Relevant Planning History

The site has no relevant history

Consultation Responses

HATCH BEAUCHAMP PARISH COUNCIL -

Objected to the original planning application 18/09/2019. Their grounds of objection can be summarised as follows;-

- 1) Station Road cannot accommodate more traffic from another development . it is effectively a single lane road, due to severe parking issues. There is no pavement on the upper part of the road, opposite to the primary school.
- 2) The bus service to and from the village is almost non-existent (bus to and from the village in school term times only). The proposal would create more vehicle journeys owing to the lack of facilities.
- 3) The site is located outside the settlement area of the village. The Parish Council questions the developer's assertion that 'need' exists . It considers the data provided in support of the application to be weak and unverifiable.
- 4) There is frequent flooding at the bottom of the hill, at Station Road / Palmers Green, sometimes making it impassable. The impact of the development could make flooding more frequent.
- 5) Concern about the odours from the sewage treatment works and Wessex waters assessment that the odour report submitted is incomplete.

The Parish Council have maintained their objection to the application in its amended form. On 21/11/2019, they added the following comment:-

'We understand that the reduction of allocated parking places from the original to the amended proposal follows from a requirement that the proposal must adhere to Taunton Deane's current Site Allocations Development Management Plan. It is clear that although there is a provision for deviation it is not deemed appropriate in this case. The Planning Authority must be aware, from the scale of responses from people who know the village well, that Station Road is already too narrow, liable to congestion and hard to access. To impose a condition that will drive even more parking onto Station Road must strengthen local opposition to the proposal.'

HOUSING ENABLING -

The July 2019 housing needs survey carried out by Falcon Rural Housing Association identified a local housing need for 8 affordable homes which should be a mix of social rented homes and low cost home ownership.

The application shows 6 affordable homes, 3 homes for social rent and 3 at Discounted Open Market.

The affordable housing mix for this proposed scheme is considered to provide a broad mix of tenure and sized affordable properties to meet the local communities housing needs, With reference to the Discounted Open Market properties, a discount of at least 30% would be required to provide an affordable housing option within the reach of the local incomes.

The rented homes are to be let at a social rent rather than an affordable rent which will address the affordable housing requirements of local households on average local incomes. These should be allocated through the Choice Based Lettings system, Homefinder Somerset.

All the affordable homes will be subject to the local connection and as such the local connection clause is to be included within a S106 agreement.

BIODIVERSITY ADVICE - No comments received

DRAINAGE ENGINEER -

The updated plans and detail shows the inclusion of rain garden features, permeable paving, swale and baffle feature within the site which has the benefit to

enhance the amenity, biodiversity, water quality as well as flood risk benefits for the site. The consultant has also confirmed that receiving ditch is an existing land drain and that this already takes flows from the site. The information provided indicates that exceedance through the site has been considered and that the discharge rate for all events will be restricted to the 1 year greenfield discharge rate.

We suggest that the applicant clarifies the purpose of the purple dashed line on the plan 2354-500-C Drainage Strategy Plan, indicates the connection of the rain garden features into the wider drainage network and indicates functionality of the permeable paving. Please note that while these details are not a point of objection, we would recommend that the applicant clarifies for completeness.

Therefore, due to the detail and measures provided within the updated plans, subject to the above being confirmed we would like to recommend the application subject to a condition and informative applied to the application:

SCC - RIGHTS OF WAY -

Confirms that there is a public right of way (PROW) recorded on the Definitive Map that runs adjacent to the site at the present time (public footpath T14/16). No objections to the proposal providing that the proposed works do not encroach onto the width of the public right of way. Provides wording for an informative to be attached to any permission granted.

SCC - TRANSPORT DEVELOPMENT GROUP - Comments Dated 15/10/2019

Background

The proposal includes an access onto Station Road, which would serve ten properties, and a separate access onto Home Orchard to serve two properties. Station Road and Home Orchard are unclassified highways subject to a 30mph speed restriction. There are no recorded accidents in the area.

Station Road is a rural highway which is, in places, only of single carriageway width, however there are sufficient areas of two vehicle wide highway.

Hatch Beauchamp is in close proximity to the A358 and the wider highway network that can be accessed from there.

Parking & Vehicle Movements

Parking

The proposal would see the erection of twelve new dwellings, five are proposed to have two bedrooms and seven are proposed to have three bedrooms.

With regards to vehicle parking provision the Highway Authority would require that the parking provision reflects the Somerset County Council - Parking Strategy (amended September 2013)(SPS). Outlined below are the parking requirements for the Hatch Beauchamp, which is located within a 'Zone C' region for residential development.

ZONE C	1 BED	2 BED	3 BED	4 BED	VISITOR	TOTAL
Policy	2	2.5	3	3.5	0.2	
#	-	5	7	-	-	
Dwellings						
Optimum	-	12.5	21	2.4	-	36

Actual - 10 21 - 0 31

The table shows above the proposal is in general accordance with the SPS standards, and as such the Highway Authority does not object on the grounds of parking provision.

As part of the Somerset County Council Parking Strategy, new residential development is required to provide cycle storage facilities and electric charging points for each property. To comply with the SPS standards there is a requirement for appropriate, and accessible. The SPS also require the inclusion of electric charging points for vehicles, these can be within garages or car ports.

Vehicle Movements

The average dwelling generates 6-8 vehicle movements per day, therefore the proposed development is likely to generate 72-96 additional vehicle movements per day, which represents 7-10 movements in the am/pm peak. Whilst the nature of Station Road is noted the Highway Authority are not of the opinion that the proposed level of development is such that there would be a significant or severe impact on the highway network.

The application has provided drawings, Drawing No.17.98.02, that show visibility splays of 2.4mx4.3m can be achieved from each proposed access. This is in accordance with the levels as set out in Manual for streets.

Estate Roads

1. A shared surface has now been proposed. It should be noted that this would need to be constructed with block pavers with the service margins constructed using bituminous materials.

1. It would appear that a new footway and bell mouth access will be constructed onto Station Road, which will need to be carried out with a suitable legal agreement, which will have to be signed and bonded along with a Section 171 Licence.

2. Forward visibility will need to be plotted at Plot 6.

3. Tracking diagrams will be required for the proposed turning head using a 11.4 metre 4 axle refuse vehicle.

4. No doors, gates or low level windows / utility boxes / down pipes to obstruct footways / shared surfaces. The highway limits should be limited to that area of footway / carriageway clear of all private service boxes, inspection chambers, rainwater pipes, vent pipes, meter boxes (including wall mounted), steps etc.

5. A comprehensive planting schedule for all proposed planting within or adjacent to the highway should be submitted for checking and approval. Planting within adopted areas will require a commuted sum.

6. Parking bays to be a minimum of 5.0m long, when in front of a boundary wall 5.5m, or 6.0m when an 'up and over' garage door. Where 2 longitudinal parking spaces are used these will need to be a combined length of 10.5m.

7. Gradients should be no steeper than 1 in 14 but should have a minimum gradient of 1 in 100 (without channel blocks) or 1 in 180 (with channel blocks). Shared surface block paved areas should have a maximum gradient of 1 in 14 and a minimum gradient of 1 in 80. Footways should not be designed with longitudinal gradients steeper than 1:12 as anything steeper will provide difficulties for wheelchair users. Full details will be required for consideration to be checked at the technical detail stage.

8. Detailed drainage proposals should be agreed with the Highway Authority's Drainage Engineer to ensure adequate drainage is implemented within the estate.

9. I note from the application form that sustainable drainage is proposed by way of soakaway/attenuation. If sustainable drainage is proposed, SUDs will be subject to adequate design and testing of ground suitability and the applicants are advised to carry out these tests and inform SCC of the results at an early stage. Soakaways should not be located within 5.0m of any structure including carriageway in line with current building regulations.

10. It should not be assumed that any new highway drainage can connect into the existing highway drainage system as the existing system may not be suitable/have the capacity to carry the additional water. Where it is acceptable that a connection can be made, this must not be done without a signed and bonded legal agreement in place.

If there are areas which the Developer would like to put forward for adoption this will need to be discussed at the technical detail stage and no presumption should be made that all areas would be adopted. If the Local Planning Authority should grant approval, the estate layout is not quite suitable for adoption in its current form. If there are areas that are to remain private we would require details of future maintenance arrangements.

The applicant should be aware that it is likely that the internal layout of the site will result in the laying out of a private street, and as such under Sections 219 to 225 of the Highways Act 1980, will be subject to the Advance Payments Code (APC).

Safety and technical audits

There is currently insufficient information to provide a positive response to the audit the applicant is therefore required to provide the following:

Swept path analysis for both junctions onto Home Orchard and station road at a scale of 1:200

The full audit report is available and can be provided to the agent should it be required and requested.

Drainage audit.

The designer will need to consider the provision for access vehicles and plant to the attenuation pond for future maintenance operations either via the existing field

entrance gate onto Station Road or via the new estate road serving the development.

The existing culverted watercourse running along the western channel of Station Road may need to be temporarily or permanently lowered, protected or diverted to accommodate the construction of the new vehicular access junction onto Station Road. It would also be expected that the condition of this culverted watercourse is checked and if necessary remediated over the length which passes under the new junction.

A further road gully will be required within the western channel line of Station Road immediately upstream of the new vehicular access junction to prevent surface water discharging across the new carriageway.

CONCLUSION

Taking the above comments into account the Highways Authority does not object to the proposal in this application in principle, however, the agent is strongly advised to provide a swept path analysis drawing for both accesses and the turning head prior to a decision being issued. This will be required as part of the Section 38 process.

Should the Local Planning Authority be minded to recommend permission without the swept path analysis drawing the Highways Authority would recommend that the conditions are added to the permission.

WESSEX WATER - (Original comments)

Proximity Issues Hatch Beauchamp sewage treatment works

The Odour Impact Assessment S19-506-OIA is currently incomplete. We are working with the developer's consultant to appraise and update where necessary in accordance with our latest Odour proximity policy and guidelines. This may impact upon site layout and we recommend that the application is not determined until a satisfactory report is submitted and agreed with Wessex Water

Foul Water

There is an existing 150mm public foul sewer in Station Road available for connection. The catchment suffers from high groundwater levels, the development must be served by a networks of completely watertight sewers with no surface water connections. Positive ventilation rather than "durgo type" valves will lessen the risk of restricted levels of service during prolonged periods of high groundwater.

Surface Water

To follow the SuDS hierarchy. Absolutely no surface water to the foul. We note the current strategy of attenuation on site with controlled discharge to ditch.

Comments 08/11/2019 (following receipt of revised odour plan)

I refer to my initial response below and advise the applicant has since employed a consultant to prepare a new odour assessment based upon updated guidance. Reviewing the recent assessment and the report from 2014 in tandem is adequate for Wessex Water not to recommend refusal of the application on odour grounds.

The assessment is based upon a predictive model. Wessex Water prefers no new residential development in close proximity to any sewage treatment works. Where development is proposed an odour assessment is carried out to further quantify the

risk. Predictive tools are by their very nature never 100% accurate and there is still a risk that odour will be detected at this location. We have no recorded complaints relating to odour associated with Hatch Beauchamp Sewage Treatment Works.

TREE OFFICER -

a) Could we have the Root Protection Areas for the trees along the northern boundary, as the two houses look potentially close, particularly as the trees will grow. Could we also have detail about the surface and construction method for the access from Home Orchard, as there might be tree roots in this area. I am keen to ensure the protection of these trees, as are current residents of Home Orchard.

b) All existing hedges should definitely be retained and protected by condition.

c) The proposed new orchard, meadow and tree planting is potentially good. However, I note that oak trees are proposed to be planted in close groups 4-5 metres apart. I think that these kind of trees need more space to become mature specimen parkland trees.

d) Some new trees closer to the south east corner and boundary would be good.

e) On the whole no objection subject to the above points.

Tree Officer further comments 23/10/2019 - Confirms that the 'hedge' around the north eastern part of the site is little more than brambles and nettles, with very occasional blackthorn plants, so removal and replacement with new hedge in this area would be acceptable. The good hedge starts roughly opposite 12 Neroche View.

PLACEMAKING SPECIALIST - (Date 23/09/2019) -

I have no objection in principle to development of this site subject to a satisfactory quality design for this rural site.

However the development proposal in its current form would not provide a satisfactory layout that would respond to the local context and streetscene.

It is essential in my view that all plots fronting Station Road face the street, i.e. plots 1 - 8. Turning their backs on to the street will provide dead frontage with public views of fencing. This is not a feature that we want to encourage and would be contrary to the remainder of the streetscene where building predominantly address the street.

The layout is suburban in character and would be highways dominant around the cul-de-sac. I question the need for a pavement on both sides of the highway which would merely add to the suburban character. There is no reason in my view why this could not be considered as a shared space surface or at the most have a pavement on one side of the access. I also question the excessive parking numbers and the need for triple banked parking for plots which again would reinforce the suburban feel. Visitor parking in front of plot 1 will cause disruption to these occupiers and headlights would be an issue for windows.

Plot 11 needs to terminate the view when accessing the site rather than being offset.

I do wonder whether a more satisfactory layout could be produced around a main green area as shown in the post-war housing across the lane at Neroche View, rather than the proposed suburban cul-de-sac layout.

Regarding house types, these are rather unimaginative and lack any local distinctiveness. Has a local distinctiveness study been undertaken to inform the design cues of the development? Whilst the DAS discusses local architectural context this is not translating into the proposed building types. Whilst bungalows are proposed, these do not need to be entirely single storey, since often rural barns/outbuildings are single storey and would relate better to the rural character. I would also comment on the need for chimneys where houses are proposed in order to break up the roof form and provide roofscape interest.

Hence a revised layout and house types are requested.

Comments on amende plans dated 04/11/2019

I agree that we have taken the design as far as we can. An 'on balance' recommendation for approval seems the right approach.

Can we condition the treatment of the front boundary? I wouldn't want to see 1.8m fencing directly behind the hedge.

SOUTH WEST HERITAGE TRUST -

As far as we are aware there are limited or no archaeological implications to this proposal and we therefore have no objections on archaeological grounds.

Representations Received

Cllr Ross Henley (Member for Hatch & Blackdown) Objects on the grounds that: it will bring extra traffic through the village, the site is located beyond the settlement limit and raises potential sewage issues locally

A site notice was posted and neighbours notified in connection with the application. This has resulted in 55 letters of representation (LORs) being received in relation to the original submission. Four letters offer support of the application, 51 letters raise objection to the proposal.

The reasons for support can be summarised as follows:-

- The development would bring new families into the village to help support local schools and businesses.

- Supports considerate design

More affordable houses are required to keep the village alive

Will be beneficial to Hatch Beauchamp supporting the local school and businesses.

Comments on the application

The Broadband speed in the village is poor. Any further pressure on it will slow it further. The cost of upgrades should be borne by the developer.

New housing should be built in an environmentally and sustainable manner.

The reasons for objection can be summarised as follows:-

- The site is outside the settlement boundary

- The bigger picture should be looked at. There are pockets of land within the

settlement boundary which may well come up for development

- The proposal will not enhance village life
- Hatch Beauchamp has limited facilities. Questions whether a rural community without a shop, post office, medical practice or regular transport to get to these amenities is a suitable location for affordable housing
- The village is isolated has very limited public transport (school bus during term time) and no shop. It is an unsustainable rural location
- No substantive evidence that affordable housing is required in the village
- Social housing has been added in recent years that has not benefited the village school
- The village is already a balanced community with small bungalows, family accommodation and premium houses.
- The proposal would disturb vulnerable people living in the community.

- Traffic and safety issues on Station Road. The road is too narrow
- The proposal will exacerbate the existing traffic hazard in Station Road
- Concern about the adequacy of car parking and displacement overflow. The development will exacerbate parking problems
- The extra traffic generated by the development would disturb local horse riders.
- Station Road is unsuitable for heavy construction traffic.
- Station Road is weak and likely to be damaged by heavy construction traffic
- Lack of independent traffic survey. The traffic survey was undertaken on the quietest section of Station Road and therefore skewed.
- More commuter traffic will lead to congestion. Station Road is congested
- The application is premature pending consideration of the implications of the dueling of the A358.
- Why not build new affordable housing in towns where it will not add to traffic pollution

- Beautiful countryside will be lost.
- The developers have already cleared the orchard of trees.
- The development would disturb wildlife.
- The provision of parking areas will increase flooding at the bottom of Station Road. The road floods at Grey Lodge
- Slow worms are present contrary to report.

- Questions whether the proposed build is in the exclusion area around the sewage works
- The properties would be adversely affected by the smell from the sewage works.
- Concern about the capacity of the sewage infrastructure to cope with 12 more dwellings

Representations on amended plans

Fourteen further comments have been received in response to additional consultation on the amended plans. One offers support, one comments on the application and 12 raise objections.

The reasons for support can be summarised as follows:-

Welcome the proposal as it will encourage people with children into the village. Support local school and encourage the return of the bus service.

Comments on the application

The widening plans for the A358 have been published. Access from Hatch Beauchamp is likely to be more difficult

The reasons for objection can be summarised as follows:-

- The site is agricultural land located outside the settlement boundary. The developer has not demonstrated a need for affordable housing. This development is not justified by the limited need for affordable housing - these claims are exaggerated.
- Inadequate car parking. The plans have regressed. If you enforce this policy (Policy A1, Appendix E) and reduce the number of parking spaces on this development in a village with no public transport, the result will be more car journeys and overflow parking on Station Road, which will add to existing parking issues in this location. Suggests that the Council changes its' policy.
- Changes in the orientation of some properties will encourage on street parking
- The development is still suburban in form and fails to take into account the principles of local distinctiveness. The developer appears to have taken little heed of the views of the Council's Placemaking Specialist.
- The proposal is contrary to the declared climate emergency: it will destroy wildlife habitats, increase flood risk and vehicular traffic, it ignores sewage odours and builds house with fossil fuel heating system.
- The surveys that have been carried out have been manipulated so that the results fit their (the developer's) narrative.
- Since submission plans have been published for the widening of the A358, which show that access from Hatch Beauchamp will be more difficult.
- Concerns that the development would exacerbate flooding by Grey Lodge and Stewley Road

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan for Taunton Deane comprises the Taunton Deane Core Strategy (2012), the Taunton Site Allocations and Development Management Plan (2016), the Taunton Town Centre Area Action Plan (2008), Somerset Minerals Local Plan (2015), and Somerset Waste Core Strategy (2013).

Relevant policies of the development plan are listed below.

Core Strategy,

- Policy CP4 Housing
- Policy CP5 Inclusive Communities
- Policy CP6 Transport and Accessibility
- Policy CP8 Environment
- Policy SP1 Sustainable Development Locations
- Policy SP4 Realising the vision for the rural areas
- Policy DM1 General Requirements
- Policy DM2 Development in the Countryside
- Policy DM4 Design
- Policy DM5 Use of resources and sustainable design

Site Allocations & Development Management Plan (SADMP) -

- Policy A1 Parking Requirements (Appendix E)

Policy A3 Cycle Network
Policy A5 Accessibility of development
Policy I3 Water Management
Policy I4 Water Infrastructure
Policy ENV1 Protection of trees, woodland, orchards and hedgerows
Policy ENV2 Tree Planting within new developments
Policy D7 Design Quality
Policy D8 Safety
Policy D9 A co-ordinated approach to development and highway planning
Policy D10 Dwelling sizes
Policy D12 Amenity Space
Policy SB1 Settlement Boundaries

Affordable Housing SPD (adopted 2014)

CP8 - Environment,

Local finance considerations

Community Infrastructure Levy

Creation of dwellings is CIL liable.

Proposed development measures approx. 1300sqm.

The application is for residential development outside the settlement limits of Taunton and Wellington where the Community Infrastructure Levy (CIL) is £125 per square metre. Based on current rates, the CIL receipt for this development is approximately £162,500.00. With index linking this increases to approximately £217,750.00.

New Homes Bonus

The development of this site would result in payment to the Council of the New Homes Bonus.

1 Year Payment

Somerset West and Taunton	£12,949
Somerset County Council	£3,237

6 Year Payment

Somerset West and Taunton	£77,693
Somerset County Council	£19,423

Determining issues and considerations

Sustainability, and the principle of residential development in this location as a rural Exception Site

Core Strategy Policy SP1, Sustainable Development Locations, ranks settlements in a hierarchy from Taunton and Wellington, through major rural centres, minor rural centres, villages to open countryside. Hatch Beauchamp is categorised as a

village. Within villages, policy SP1 states that *'no further allocations will be made, but that there is some scope for small proposals within settlement boundaries.'* This categorisation acknowledges that Hatch Beauchamp has only limited services and is not a particularly sustainable location.

The Site Allocations and Development Management Plan (SADMP) Policy SB1, Settlement Boundaries, makes clear that development outside settlement limits will be considered as being in open countryside. It states:

'In order to maintain the quality of the rural environment and ensure a sustainable approach to development, proposals outside of the boundaries of settlements identified in Core Strategy Policy SP1 will be treated as being within open countryside and assessed against Core Strategy policies CP1, CP8 and DM2 unless:

...B. is necessary to meet a requirements of environmental or other legislation; and In all cases, is designed and sited to minimise landscape and other impacts.'

Settlement Boundaries exist to protect the integrity of the countryside, provide a compact form to settlements prevent sprawl and sporadic development and reduce the visual impact upon the countryside. Affordable Housing is potentially an exception to these policy provisions.

The site is located outside the settlement boundary for Hatch Beauchamp (Inset Map 9), on land that is classified as 'open countryside. Within open countryside Core Strategy Policy DM2 only supports 8 categories of rural development. Within the 8 identified categories is category 6, affordable housing.

Since the adoption of the Core Strategy, the Council has adopted an Affordable Housing SPD (adopted 2014) and the National Planning Policy Framework (NPPF) has made provision for the development affordable housing outside settlement boundaries where it is 'a rural exception site'. The NPPF recognises that, on occasion, it may be appropriate to permit the development of affordable homes on sites that would otherwise not be released for housing development. That is on 'rural exception sites'.

The applicant has confirmed that the application has been submitted pursuant to a rural exception site provisions. It therefore needs to be assessed against the criteria set out in the Affordable Housing SPD. Para 1.10 Exception Sites of the SPD states:-

'The Council intends as far as possible to plan for meeting affordable housing needs within or adjacent to rural settlements by identifying and prioritising sites for housing development through the site allocations process.

Within the adopted Core Strategy, Development Management Policy DM2, Development in the Countryside states under point 6 that Affordable Housing will be supported outside of defined settlement limits if:

a. adjoining settlement limits, provided not suitable site is available within the rural centre;

b. in other locations well related to existing facilities and to meet an identified local need which cannot be met in the nearest identified rural centre.

The Council will expect these developments to be small scale and should:

- *Meet or help to meet a proven and specific local need for affordable housing in the Parish or adjoining rural Parishes, which would not otherwise be met. Local housing*

needs will need to be demonstrated via an up to date Parish survey. The cost of the survey is to be borne by the applicant.

- Be within or adjacent to the settlement boundary, well related to existing community services and facilities and sympathetic to the form and character of the village.*
- Consider all available sites around a settlement in order to identify the most suitable site. The development should be of an appropriate size as not to have an overbearing impact on the settlement or the countryside.*
- Arrangements will be secured to ensure that initial and subsequent occupancy of the dwellings is restricted first to those having an identified local need for affordable housing through the use of appropriate safeguards, including planning conditions or Section 106 obligations.*
- In the event that a small proportion of cross subsidy through open market housing is required to facilitate the provision of the remaining affordable housing to meet an identified local need, this will need to be discussed with the planning officer and housing enabling lead prior to submitting a planning application. A detailed statement, including viability information independently verified at the applicants cost by the Council's preferred independent assessor should be submitted with the planning application.*

It is considered that the proposal satisfies these criteria. A Housing Needs Survey for Hatch Beauchamp has been submitted with the application. It was undertaken by Falcon Rural Housing Association Ltd following standard procedures agreed with SWT officers: a postal survey and consultation event. It was undertaken in June 2019 and is to be considered as up to date. The survey identifies a need for 5 affordable houses in the Parish. These should be a mix of social rented units and low cost home ownership option as the survey showed these as being the most needed homes. In addition, a further 3 applicants have been identified by actively registering their housing needs on the local housing register - Homefinder Somerset. Together, these two reliable sources of information identifies a need for 8 affordable units in Hatch Beauchamp.

The application site is located adjacent to the village on two sides - Station Road and Home Orchard and is reasonably well related to those existing community services and facilities that exist.

Potential alternative rural exception sites have been considered in the Affordable Housing Statement (October 2019) that accompanies the application. It considers the 6 sites that came forward in the SHLAA, notes that SWT dismissed 4 as unsuitable. It considers the suitability of the Palmers Green Farm site: noting that it has a compromised access, is further from the village centre than the application site and occupies elevated land, and would therefore be more conspicuous within the landscape.

The applicant is understood to be willing to enter into a Section 106 legal agreement with the council to secure the affordable housing (details set out below). It is understood that Falcon Rural Housing Association Ltd, an established affordable housing provider, with a track record in operating in rural areas would partner the developer and take on the management of the affordable housing.

The proposal contains an element of affordable housing and an element of market housing on a 50/50 split. The independently assessed viability assessment has

concluded that this level of market housing provision is necessary to deliver this amount of affordable housing on this site at this juncture. A judgement needs to be made as to whether this satisfies the policy requirements and represents 'a *small proportion of cross subsidy through open market housing that is required to facilitate the provision of the remaining affordable housing to meet an identified local need...*' Your officers have taken the view that this is an acceptable level of cross subsidy necessary to secure the affordable housing to meet evidenced need.

Drainage and odour constraints

The site is located within Flood Zone 1 where there is a less than 1:1000 year chance of flooding. The drainage consideration is therefore in connection with foul and surface water.

SADMP Policy I4 Water Infrastructure requires the provision of adequate foul and surface water drainage for new development. It states:-

'Adequate foul drainage /sewage treatment facilities and surface water disposal shall be provided for all new development. Separate systems of drainage with points of connection to the public sewer system or outfalls will be required. Surface water shall be disposed of by Sustainable Urban Drainage Systems (SUDS) unless it is demonstrated that it is not feasible.'

The proposed development would link to the existing foul sewer system which Wessex Water have confirmed is available for connection. It is proposed to minimise surface water run off through the use of permeable surfaces and to deal with the remaining exceedence with an attenuation pond which will discharge into a ditch. The Drainage Engineer is satisfied that the arrangement would, subject to a condition, be able to cope with the surface water run off and not exacerbate existing flooding issues at the corner of Grey Lodge / Stewley Road.

The irregular shape of the site reflects the 'odour' contours delimiting the 'developable' part of the site, where odour levels are considered to be within acceptable tolerances. The applicants have submitted an odour constraints document with their application, which in its revised form, has satisfied Wessex Water. On this basis no objection to the proposal is made in relation to the proximity of the development to Wessex Water sewerage works.

The adequacy of the proposed living environment

The proposal would provide a mix of different house types, sizes and tenures, as required by Core Strategy Policy CP4, Housing, with the affordable housing element providing a mix of social rent and shared ownership. The larger detached bungalows (Plots 5 & 6 and 9-12) are the market housing, with the smaller semi detached bungalows and houses (Plots 1-4 and 7 & 8) the affordable housing. This reflects locally evidenced need.

Irrespective of tenure, all house types exceed the minimum internal floor space standards set out in SADMP Policy D10, Dwelling Sizes, and can be considered, in their amended form, to satisfy the requirements of SADMP Policy D12, Amenity Space. Plans show that they would provide private gardens of adequate size and proportions. The proposal would provide a good residential environment for future residents.

The design and appearance of the proposed development

Core Strategy Policy DM4, Design and SADMP Policy D7, Design Quality both require new development to provide a high standards of design. NPPF Section 12,

Achieving Well Designed Places, seeks (para. 127) development that is:-
'sympathetic to local character and history, including surrounding built environment and landscape setting', and (Para. 130) *'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area.'*

The changes made during the course of consideration of the application have improved the overall design and appearance of the proposal to a point where, on balance, it can be considered to be satisfactory and recommended for approval. The reorientation of plots 6, 7 and 8 means that the proposed development better relates to the existing village, particularly Neroche View on the opposite side of Station Road. The shared surface is more appropriate for a rural village location than the heavily engineered road and pavement arrangement originally proposed and the reduction in the overall number of car parking spaces means that the development will not be dominated by car parking. It is still considered to be a somewhat dull suburban format where opportunities to follow traditional edge of village development patterns - perhaps by reducing the overall number of dwellings, or even reinterpreting the post war pattern of Neroche View, houses arranged around a communal green space with small retirement bungalows, - has not been taken.

Impact on the highway network and adequacy of parking provision and connectivity

Core Strategy Policy DM1, general requirements, specifies criteria that new development proposals must satisfy. Point (g) relates to the impact of the development upon the highway network. It states:-

'b. Additional road traffic arising, taking account of any road improvements involved, would not lead to overloading of access roads, road safety problems or environmental segregation by fumes, noise, vibrations or visual impact.'

Pursuant to satisfying this requirement, the applicants have submitted an Access Technical Note that demonstrates that the local highway network, primarily Station Road, is capable of safely accommodating the likely additional traffic movements associated with the development. SCC Highways, the highways authority, are satisfied that the local road network is capable of accommodating the additional likely traffic movements and have not raised objection to the proposal.

Since submission the total number of parking spaces proposed, including garage spaces, has been reduced, at the request of the Local Planning Authority, from the 44 originally proposed to 33 parking spaces (23 surface spaces and 10 in garages). This complies with the maximum level of provision as allowed under Council policy.

Policy A1, Parking Standards, of the Site Allocations Development Management Plan (SADMP) covers the ex Taunton Deane part of the SWT area. It requires that:-
'New development will normally be required to make provision for car parking in accordance with the standards in Appendix E.'

Appendix E set out maximum standards for residential parking in Table 2. It differentiates between urban and rural areas, setting out three locational categories, with the highest provision allowed in the rural areas. Hatch Beauchamp is located in a rural area. In this area Table 2 specifies:-

- 1 bedroom dwelling 1 space*
- 2 bedroom dwelling 2 spaces*
- 3 bedroom dwelling 3 spaces*

The proposal is
5x2 bed dwellings = 10 spaces
6x3 bed dwellings = 21 spaces
+ 0.2 spaces per dwelling for visitors 2.4spaces

Thus the maximum parking that should be provided is 33 spaces, including the provision for people with disabilities. For development of 24 dwellings or fewer, a minimum of 2 parking spaces should be suitable for people with disabilities.

The reduction in the number of car parking spaces, in the amended plan so that it is compliant with policy, is considered to have improved the overall design and appearance of the proposed development. The provision of fewer car spaces will mean that they are less dominant within the streetscene. Whilst the loss of the innermost space in a tandem or tripple arrangement is probably the space most likely to be used for vehicle storage, rather than regular use. Furthermore, excessive parking provision undermines the Council objectives of tackling climate change by promoting a modal shift from private car use to more sustainable forms of transport. As supporting paragraph 1.5.2 of Policy A1 makes clear it is not possible to meet open ended demand for additional parking.

Cycle and motorcycle parking is expressed as a minimum and can be secured by condition.

Core Strategy Policy DM1, general requirements, specifies, point g. that:-
'The site will be served by utility services necessary for the development proposed, including high speed broadband connectivity.'

It is therefore proposed that a condition be appended to any approval requiring this provision to be in place prior to the first occupation of any of the proposed dwellings.

Impact on landscape and habitats.

New residential development on a Greenfield sites invariably involves changes to the appearance and wildlife habitats. Core Strategy Policy C8, Environment, seeks the conservation and enhancement of natural and historic environments whilst policies Policy ENV1 Protection of trees, woodland, orchards and hedgerows and Policy ENV2 Tree Planting within new developments of the SADMP is supportive of retaining and adding to trees and hedgerows.

The impact of the proposed development upon the surrounding landscape is considered to be acceptable. On the northern and eastern boundaries the development would abut existing housing, which would also form a backdrop for more distant views of the site. The southern part of the site, which contains the proposed 2 storey houses would be substantially screened from view from the east and south by an established hedge that is to be retained. The site would be visible from the west, including from the public right of way (PROW), but impacts would be limited by the single storey height of the bungalows proposed for the western part of the site and the proposed new tree and hedge screen planting.

With the exception of the poor quality brambles adjacent to the north eastern section of Station Road, it is proposed to retain the existing trees and hedges and plant new ones along the western boundary. Conditions to protect the trees during the construction process and approve the specification of the new tree and hedge

planting are considered appropriate.

The impact on habitat is minimised by the retention of existing hedges and trees and the planting of additional trees and hedges, but it is not possible to change from a rural field / orchard to houses and domestic gardens without any impact on habitats. A balance needs to be struck between the need for new houses and maintenance of wildlife habitats .

Impact upon the amenities of neighbouring property

Existing properties that neighbour the site are located in Necroche View , on the opposite side of Station Road and in Home Orchard, again separated from the development by a road. Residents currently enjoy an open countryside aspect and informally use the Station Road verge adjacent to the site for overspill car parking. The proposal would interrupt views of the countryside from adjoining houses, and disrupt informal overspill parking, but neither of these impacts would justify withholding planning permission. It has been long established in planning law that an individual does not have a right to a view.

Miscellaneous

The public right of way is located outside the site, on the opposite side of the mature boundary hedge to the south. It runs from Grey Lodge westwards before turning northwards through the field located between the sewage works and the site. The proposed development is shown in the north east corner of the site adjacent to Station Road and Home Orchard. It is very unlikely that the development, or its construction would interfere with the footpath.

A condition restricting hours of work and management of the construction site is considered necessary to minimise the impact of the construction work upon the lives of local residents and is recommended.

In accordance with Adopted Site Allocations and Development Management Plan Policy C2 and Appendix D, provision for children's play should be made for the residents of these dwellings. An off-site children's play contribution of £3,328.00 per each 2 bed+ dwelling should be made. The contribution to be index linked and spent on additional play equipment within the parish.

Conclusion

Hatch Beauchamp is a village with limited facilities and minimal public transport connections. It nevertheless has an evidenced need for additional affordable housing. This development proposal would satisfy that need. However, approval would also involve accepting the development as 'a rural exception site', located outside the village settlement boundary, and acceptance of six open market bungalows as the cross subsidy necessary to deliver the development.

Since submission amendments to improve the design have been negotiated. These include a reduction in the overall number of parking spaces proposed , so that vehicle parking doesn't dominate the appearance of the development and the proposal is SWT policy compliant. Officers would like to have seen a more comprehensive re-design, but accept that this is the limit to what can be achieved through negotiation and, on balance, consider the proposal, in its amended form, to be acceptable subject to a Section 106 legal agreement and conditions.

Section 106

- Secure the provision of six (6) affordable dwellings comprising three (3) social rent dwellings and three (3) discounted market dwellings
- A phasing clause is necessary to ensure that the affordable dwellings are delivered ahead of open market dwellings
- An index linked contribution of £3,328.00 per each 2 bed+ dwelling and spent on additional play equipment within the parish.

In preparing this report the planning officer has considered fully the implications and requirements of the Human Rights Act 1998.

Contact Officer: Jeremy Guise